SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

36

TIME TABLE

FOR THE

STOCKTON DIVISION

To Take Effect Sunday, April 20, 1924, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER, *General Manager.*	F. L. BURCKHALTER, *Assistant General Manager.*	R. L. RUBY, *Superintendent of Transportation.*

EASTWARD

Tracy and Brighton Subdivision

Time Table No. 36

April 20, 1924

Capacity of Sidings in Car Lengths	THIRD CLASS								FIRST CLASS													Distance from San Francisco Via Niles	STATIONS	
				294	286	306			80	38	50	68	8	84	82	32	36	64	24	86			
				Local Freight	Local Freight	Local Freight			Stockton Flyer	San Francisco Sacramento Passenger	San Francisco Fresno Passenger	Fresno Sacramento Passenger	San Francisco Los Angeles Passenger	San Francisco Fresno Passenger	San Francisco Stockton Passenger	San Francisco Sacramento Passenger	San Francisco Stockton **Passenger**	The Sacramento	Tonopah Express	San Francisco Los Angeles Express			
				Leave Daily **EX. SUNDAY**	Leave Daily **EX. SUNDAY**	Leave Daily **EX. SUNDAY**			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Term. Yard BKWFTY P						2.00AM			8.00PM	6.55PM	6.50PM		1.55PM	11.20AM	11.17AM	10.25AM	10.18AM		4.20AM	3.00AM	70.8	TO-R TRACY 3.1	Block Signals Double Track
95 P									8.06	f 7.01	6.56		2.01	11.26	11.23	f 10.31	f 10.24		4.26	3.06	73.9	BANTA 2.9	
																					76.8	WINSHIP (Spur) 1.9	
I P																	f				78.7	SAN JOAQUIN BRIDGE (No siding) 2.8	
Eastward 91 Westward 85 Fresno 64 BWY P				1.30PM					8.17	s 7.18	s 7.10PM	6.15PM	s 2.15PM	s 11.38AM	11.35	s 10.49	s 10.40	9.55AM	s 4.42	s 3.20AM	81.5	TO-R LATHROP 4.6	
97 P									8.23	f 7.26		f 6.30			11.41	s 10.57	s 10.48	10.05	4.49		86.1	FRENCH CAMP 1.6	
I																					87.7	T. S. Ry. Crossing 3.2	
I Yard BKWFITY P				2.00PM	8.30AM	3.15AM			s 8.30	s 7.50		s 6.50			s 11.50AM	s 11.07 11.22	s 11.00AM	s 10.30	s 5.10		90.9	A. T. & S. F. Crossing S. E. R. R. Crossing TO-R STOCKTON C. C. T. Co. Crossing 1.4	
1 P					**8.36**				8.44	7.55		6.56				11.27		**10.40**	5.15		92.3	W. P. Crossing End of Double Track 0.4	
106																					92.7	EL PINAL 0.8	Block Signals
																					93.5	JARN (Spur) 3.1	
87 P					8.52				8.50	8.01		f 7.02				f 11.33		10.48	5.21		96.6	TO CASTLE 3.6	
80 P					9.05				8.55	8.06		f 7.07				f 11.38		10.53	5.26		100.2	ARMSTRONG 3.1	
BKWFT P 160					**9.15 11.00**				s 9.00PM	s 8.15		s 7.16				s 11.50		s **11.00**	s 5.37		103.3	C. C. T. Co. Crossing TO-R LODI 0.8	
									See Note												104.1	CIPRICO (Spur) 1.0	
												f									105.1	URGON (Spur) 1.1	
95 P					**11.57AM**					s 8.21		f 7.22				s **11.57AM**		11.07	5.44		106.2	TO ACAMPO 3.3	
86 P					**12.10PM**					8.26		f 7.27				f **12.02PM**		**11.12**	5.49		109.5	FOREST LAKE 2.2	
Eastward 87 Westward 87 BKWFT P					1.15					s **8.33**		s 7.34				s 12.12		s **11.20**	s 6.00		111.7	TO GALT 3.8	
86 P					1.30					8.39		f 7.40				f 12.18		11.26	6.06		115.5	NEED 2.0	
					1.40					8.43		f 7.44				f 12.22		11.30			117.5	ARNO 2.0	
80 P					2.00					8.47		f 7.48				f 12.26		11.34	6.12		119.5	McCONNELL 3.4	
87 P					2.40					s 8.54		s 7.54				s 12.33		11.40	f 6.18		122.9	TO ELK GROVE 2.8	
80 P					2.55					8.59		f **7.59**				12.38		11.45	6.23		125.7	MEADOWS 3.3	
88 WP					**3.32**					s 9.05		s 8.05				s 12.45		11.50	f 6.30		129.0	TO FLORIN 3.0	
																					132.0	POLK 1.1	
																					133.1	End of Double Track 0.1	Double Track
78 WP					3.50PM					s 9.15PM		s 8.15PM				s 12.55PM		s 11.59AM	s 6.45AM		133.2	TO-R BRIGHTON	
				Arrive Daily **EX. SUNDAY**	Arrive Daily **EX. SUNDAY**	Arrive Daily **EX. SUNDAY**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		62.4	
				(0.30) 18.80	(7.20) 5.77	(1.15) 16.08			(1.00) 32.50	(2.20) 26.75	(0.20) 32.10	(2.00) 25.85	(0.20) 32.10	(0.18) 35.66	(0.33) 36.54	(2.30) 24.96	(0.42) 28.71	(2.04) 25.02	(2.25) 25.82	(0.20) 32.10		.........Time over District. ....Average Speed per hour.	

Westward trains are superior to trains of the same class in the opposite direction.
Single track over San Joaquin Bridge; Trains will be governed by interlocking signals.
Eastward main track between A.T.&S.F.R.R., crossing Stockton, and End of Double Track, Stockton, is not protected by Block Signals.
The schedule of No. 80 at Lodi terminates at cross-over at Signal 1028.
Schedule time and train orders at Brighton will apply at the end of double track.

Westward trains will apply Rule 14-K when passing eastward trains between End of Double Track Stockton and Stockton Register Station.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers From or Beyond
64	Any Station	Manteca

Time Table No. 36

April 20, 1924

Tracy and Brighton Subdivision

WESTWARD

	STATIONS			Distance from Sacramento	FIRST CLASS										THIRD CLASS								
					87	79	65	83	31	49	37	63	51	35	257	225	293	227	285	253	229	231	305
					Los Angeles San Francisco Express	Stockton Flyer	Sacramento Fresno Passenger	Fresno San Francisco Passenger	Stockton Sacramento Passenger	The Tehachapi	Stockton San Francisco Passenger	The Sacramento	Fresno San Francisco Passenger	Stockton San Francisco Passenger	Sunset Manifest	Tracy Freight	Local Freight	Tracy Freight	Local Freight	Ogden Manifest	Tracy Freight	Tracy Freight	Local Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. MONDAY
Block Signals	TO-R TRACY	3.1	Double Track	68.3	s 4.40AM	s 7.45AM		s 11.00AM	s 11.45AM	s 3.30PM	s 4.30PM		s 7.30PM	s 7.40PM		5.10AM		11.10AM		2.00PM	6.30PM	10.50PM	12.30AM
	BANTA	2.9		65.2	4.32	7.39		10.52	11.37	3.22	4.24		7.22	f 7.32									
	WINSHIP (Spur)	1.9		62.3																			
	SAN JOAQUIN BRIDGE (No siding)	2.8		60.4										f									
	TO-R LATHROP	4.6		57.6	4.20AM	7.28	s 9.07AM	10.40AM	s 11.25	3.10PM	4.13	★ 6.20PM	7.10PM	7.18 s 7.03	2.45AM		6.30AM						11.30PM
	FRENCH CAMP	1.6		53.0		7.22	f 8.59		11.14		4.07	6.10		s 6.54									
	T. S. Ry. Crossing	3.2		51.4																			
	A. T. & S. F. Crossing S. E. R. R. Crossing TO-R STOCKTON C. C. T. Co. Crossing	1.4		48.2		s 7.15	s 8.50		s 11.05		4.00PM	s 6.00		6.45PM			6.00AM		3.00PM				10.15PM
Block Signals	W. P Crossing End of Double Track	0.4		46.8		7.05	**8.36**		**10.40**		See Note			See Note	1.45	3.55		9.55		12.45	5.15	9.45	
	EL PINAL	0.8		46.4																			
	JARN (Spur)	3.1		45.6					f														
	TO CASTLE	3.6		42.5		7.00	f 8.30		f 10.34			f 5.39			1.35	3.41		9.39	2.40	12.30	5.01	9.30	
	ARMSTRONG	3.1		38.9		6.55	8.25		f 10.28			5.33			1.28	3.34		9.32	2.25	12.18	4.54	9.23	
	C. C. T. Co. Crossing TO-R LODI	0.8		35.8		6.50AM	s 8.20		s **10.22**			s 5.28			1.20	3.28		**9.24**	2.00	12.10PM	4.48	9.15	
	CIPRICO (Spur)	1.0		35.0		See Note																	
	URGON (Spur)	1.1		34.0					f														
	TO ACAMPO	3.3		32.9			s 8.14		s 10.06			f 5.17			1.13	3.19		9.15	12.25	**11.57AM**	4.39	9.03	
	FOREST LAKE	2.2		29.6			8.08		f 10.00			f 5.11			1.06	3.12		9.07	**12.10PM** **11.47AM**	**11.12**	4.32	8.55	
	TO GALT	3.8		27.4			s 8.03		s 9.55			s 5.06			1.00	3.05		8.55	**11.20** **10.25**	**10.35**	4.25	**8.33**	
	NEED	2.0		23.6			7.57		f 9.40			4.59			12.52	2.40		8.30	10.10	10.20	4.00	8.20	
	ARNO	2.0		21.6			f 7.53		f 9.36			f 4.55							9.55	10.05			
	McCONNELL	3.4		19.6			f 7.49		f 9.32			f 4.51			12.45	2.32		8.22	9.45	9.55	3.52	8.12	
	TO ELK GROVE	2.8		16.2			s 7.44		s **9.27**			s 4.46			12.39	2.25		8.15	**9.27**	9.45	3.45	8.05	
	MEADOWS	3.3		13.4			7.38		f 9.20			4.40			12.33	2.19		8.09	**8.30**	9.30	3.39	**7.59**	
	TO FLORIN	3.0		10.1			s 7.33		s **9.15**			s 4.35			12.27	2.12		8.02	8.20	**9.15**	**3.32**	7.42	
	POLK	1.1		7.1																			
	End of Double Track	0 1	Double Track	6.0																			
	TO-R BRIGHTON			5.9			s 7.25AM		s 9.05AM			s 4.25PM			12.15AM	2.00AM		7.50AM	8.00AM	8.45AM	3.20PM	7.30PM	
	62.4				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District Average speed per hour				(0.20) 32.10	(0.55) 35.45	(1.42) 30.41	(0.20) 32.10	(2 40) 23.40	(0.20) 32.10	(0.30) 40.20	(1.55) 26.97	(0.20) 32.10	(0.55) 21.36	(2.30) 20.68	(3.10) 19.68	(0.30) 18.80	(3.10) 19.68	(7.00) 6.04	(5.15) 11.25	(3.10) 19.68	(3.20) 18.72	(2,15) 8.93

Westward trains are superior to trains of the same class in the opposite direction.

Single track over San Joaquin Bridge; Trains will be governed by interlocking signals.

Westward main track between Weber Ave., and AT&SFRR crossing Stockton, is not protected by Block Signals.

Disc signal on mast in front of Telegraph office, Stockton, is switch target, governing switch from main track to east middle; normal position white disc and green light; signal will show red disc or red light when lined for siding.

*No. 63 will not stop at station at Lathrop but will pull directly around east leg of wye to the Lathrop-Fresno main track.

The schedule of No. 79 at Lodi originates at cross-over at Signal 1028.

At Stockton Nos. 37 and 35 may occupy main track ten minutes before scheduled leaving time as shown above, but Rule 99 must be complied with.

Schedule time and train orders at Brighton will apply at the end of double track.

Westward trains will apply Rule 14-K when passing eastward trains between End of Double Track, Stockton, and Stockton Register Station.

ADDITIONAL FLAGSTOPS TO RECEIVE PASSENGERS			ADDITIONAL FLAGSTOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers To, or Beyond	Train	At	Passengers From, or Beyond
63	French Camp	Manteca	63	French Camp	Castle

EASTWARD

Lathrop and Fresno Subdivision.

Time Table No. 36

April 20, 1924

Capacity of sidings in car lengths.	THIRD CLASS			SECOND CLASS	FIRST CLASS						Distance from San Francisco Via Antioch	STATIONS	
	300	298	296	168	50	60	8	84	66	86			
	Local Freight	Local Freight	Local Freight	Mixed	San Francisco Fresno Passenger	The Sacramento	San Francisco Los Angeles Passenger	San Francisco Fresno Passenger	Sacramento Fresno Passenger	San Francisco Los Angeles Express			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Eastward 91 Fresno 64 BWYP			6.45AM		7.15PM	6.20PM	2.20PM	11.43AM	9.10AM	3.25AM	92.9	TO-R LATHROP	0.9
I											93.8	W. P. Crossing	3.0
84 P			7.00		7.25	s 6.32	s 2.30	11.49	s 9.30	3.35	96.8	TO MANTECA	1.8
45			7.12						9.37	3.38	98.6	MORRANO	2.0
											100.6	WESTON	2.7
80 P			7.40		7.34	f 6.50	s 2.47	11.57AM	s 9.45	3.45	103.3	TO RIPON	3.1
87 P			7.50		7.39	f 6.58	s 2.55	12.01PM	s 9.53	3.50	106.4	TO SALIDA	1.7
											108.1	COVELL (Spur)	5.0
80 BKWP		10.30AM	8.15AM		s 7.52	s 7.15	s 3.15	s 12.13	s 10.07	s 4.10	113.1	TO-R MODESTO	1.6
I											114.7	T. S. Ry. Crossing	2.7
82 P		11.00			8.00	f 7.23	s 3.24	12.20	s 10.25	4.18	117.4	TO CERES	1.9
											119.3	ESMAR (Spur)	1.5
75 P		11.20			8.05	f 7.30	f 3.31	12.25	f 10.31	4.23	120.8	TO KEYES	5.4
80 P		11.50AM 1.00PM			s 8.14	s 7.40	s 3.45	s 12.34	s 10.43	s 4.35	126.2	TO TURLOCK	5.7
80 P		1.49			8.21	f 7.48	f 3.53	12.41	f 10.51	4.43	131.9	TO DELHI	4.5
88 WP		2.55			8.28	s 7.56	s 4.08	12.47	s 11.00	4.49	136.4	TO LIVINGSTON	2.5
		3.05					f 4.15		f 11.05		138.9	ARENA	4.3
80 P		3.20 4.45			8.38	s 8.08	s 4.22	12.56	s 11.14	4.59	143.2	TO ATWATER	1.6
									f		144.8	BUHACH	1.8
											146.6	FERGUS (Spur)	3.9
89 BKWFTP	10.30AM	5.20PM			s 8.55	s 8.30	s 4.45	s 1.15	s 11.35	s 5.10 5.30	150.5	TO-R MERCED	1.4
											151.9	CREEGAN	4.0
											155.9	CLUSTER	0.7
80 P	11.00				9.05	8.42	f 4.56	1.25	f 11.46	5.42	156.6	LINGARD	3.9
80 P	11.27				9.10	8.48	f 5.02	1.30	f 11.54AM	5.48	160.5	ATHLONE	2.8
											163.3	LABRANZA (Spur)	2.5
							f				165.8	SIERRA VISTA (Spur)	1.1
88 P	11.53AM 12.20PM				9.18	8.57	f 5.15	1.38	f 12.03PM	5.56	166.9	MINTURN	1.2
WP	12.38					s 9.02	s 5.20		s 12.08	f 6.00	168.1	TO CHOWCHILLA	4.9
83 P	1.25				9.26	f 9.10	f 5.28	1.46	f 12.16	6.07	173.0	FAIRMEAD	3.5
92 WFTP	1.50			11.40AM	9.31	f 9.17	f 5.35	1.50	f 12.25	6.12	176.5	TO-R BERENDA	7.4
168 BKP	2.20 3.45			s 11.55AM	s 9.45	s 9.30	s 5.49	s 2.05	s 12.43	s 6.33	183.9	TO-R MADERA	2.8
	4.00								f 12.48		186.7	BORDEN	3.5
80 P	4.15				9.56	9.41	f 6.00	2.16	f 12.55	6.46	190.2	IRRIGOSA	3.3
							f				193.5	THARSA (Spur)	2.1
88 WP	4.37				10.03	9.48	f 6.08	2.23	f 1.02	6.53	195.6	TO HERNDON	3.7
P	5.00						f				199.3	BIOLA JCT. (No Siding)	0.9
80 P	5.15				10.10	9.55	6.15	2.30	f 1.09	7.00	200.2	MUSCATEL	3.0
											203.2	F. T. Co. Crossing	2.3
Term. Yard BKWFTYP	5.45PM				s 10.25PM	s 10.10PM	s 6.30PM	s 2.45PM	s 1.25PM	s 7.15AM	205.5	TO-R FRESNO	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)	
	(7.15) 7.58	(6.50) 6.93	(1.30) 13.46	(0.15) 29.60	(3.10) 35.55	(3.50) 29.38	(4.10) 27.02	(3.02) 37.12	(4.15) 26.49	(3.50) 29.38		..............Time over District.......... ....Average speed per hour.........	

Block Signals

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from, or beyond
50	Any Station	Lathrop

Westward trains are superior to trains of the same class in the opposite direction.

East leg of wye at Lathrop is not protected by block signals.

Time Table No. 36

April 20, 1924.

Lathrop and Fresno Subdivision.

WESTWARD

				FIRST CLASS						SECOND CLASS	THIRD CLASS				
			Distance from Fresno.	**87**	**59**	**83**	**49**	**67**	**51**	**165**	**255**	**297**	**299**	**295**	**251**
				Los Angeles San Francisco Express	The Sacramento	Fresno San Francisco Passenger	The Tehachapi	Fresno Sacramento Passenger	Fresno San Francisco Passenger	Mixed	Lathrop Freight	Local Freight	Local Freight	Local Freight	Sunset Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
TO-R	LATHROP	0.9	112.6	s 4.10AM	★ 9.53AM	s 10.35AM	s 3.05PM	s 6.10PM	s 7.05PM		5.30AM			1.15PM	2.25AM
	W. P. Crossing	3.0	111.7												
TO	MANTECA	1.8	108.7	f 4.00	s 9.43	10.28	s 2.57	s 6.00	6.58		5.18			1.00	2.11
	MORRANO	2.0	106.9	3.53	**9.37**		2.53	f 5.52			5.14			12.10PM	2.06
	WESTON	2.7	104.9		f			f							
TO	RIPON	3.1	102.2	f **3.45**	s 9.30	10.20	s **2.47**	s 5.45	**6.50**		5.05			**11.57AM**	1.57
TO	SALIDA	1.7	99.1	f 3.33	s 9.23	10.16	s 2.40	s 5.35	6.45		4.58			11.00	1.50
	COVELL (Spur)	5.0	97.4												
TO-R	MODESTO	1.6	92.4	s 3.20	s 9.07	s **10.07**	s 2.27	s 5.20	s 6.35		4.40	1.15PM		**10.07AM**	1.30
	T. S. Ry. Crossing	2.7	90.8												
TO	CERES	1.9	88.1	f 3.02	s 8.47	9.55	s 2.12	s 5.00	6.25		**4.18**	1.00			12.30
	ESMAR (Spur)	1.5	86.2												
TO	KEYES	5.4	84.7	f 2.56	f 8.39	9.50	2.06	s 4.50	6.20		3.58	**12.25PM**			12.24
TO	TURLOCK	5.7	79.3	s 2.48	s 8.30	s **9.43**	s 1.58	s 4.40	s 6.13		3.45	**11.50AM** **9.10**			12.13
TO	DELHI	4.5	73.6	f 2.36	f 8.16	9.35	f **1.49**	s 4.18	6.05		3.31	8.50			12.03AM
TO	LIVINGSTON	2.5	69.1	f 2.28	s **8.08**	9.29	s 1.42	s **4.08**	5.59		3.20	**8.08**			11.54PM
	ARENA	4.3	66.6		f 8.02			f 4.01							
TO	ATWATER	1.6	62.3	f 2.15	s 7.55	9.20	s 1.30	s **3.55**	5.50		2.55	7.00			11.40
	BUHACH	1.8	60.7					f							
	FERGUS (Spur)	3.9	58.9												
TO-R	MERCED	1.4	55.0	s 2.03	s 7.40	s 9.10	s **1.15**	s 3.40	s 5.40		2.40	6.00AM	2.15PM		11.20
	CREEGAN	4.0	53.6												
	CLUSTER	0.7	49.6												
	LINGARD	3.9	48.9	1.45	7.17	8.58	12.55	f 3.25	5.28		2.28		**1.25**		10.56
	ATHLONE	2.8	45.0	f 1.39	f 7.11	8.53	f **12.48**	f 3.19	5.23		2.20		**12.48**		10.48
	LABRANZA (Spur)	2.5	42.2												
	SIERRA VISTA (Spur)	1.1	39.7												
	MINTURN	1.2	38.6	1.30	7.02	8.45	12.40	3.11	**5.15**		2.08		**12.20**		10.33
TO	CHOWCHILLA	4.9	37.4	s 1.28	s 7.00		s **12.38**	s 3.09					**12.08PM**		10.30
	FAIRMEAD	3.5	32.5	f 1.20	f 6.53	8.37	f 12.31	f 3.01	5.07		1.55		11.35AM		10.17
TO-R	BERENDA	7.4	29.0	f 1.15	6.47	8.33	s **12.25**	s 2.55	5.03	s 7.15AM	1.45		11.20		10.05
TO-R	MADERA	2.8	21.6	s 1.03	s **6.33**	s 8.24	s 12.12PM	s **2.43**	s 4.54	7.00AM	1.20		10.45		**9.45** **9.25**
	BORDEN	3.5	18.8	f 12.57				f					8.40		
	IRRIGOSA	3.3	15.3	f 12.52	6.21	8.14	11.59AM	f 2.30	4.44		1.07		8.25		8.50
	THARSA (Spur)	2.1	12.0												
TO	HERNDON	3.7	9.9	f 12.44	f 6.14	**8.07**	f 11.52	f **2.23**	**4.37**		12.56		**8.07**		8.35
	BIOLA JCT. (No Siding)	0.9	6.2										7.45		
	MUSCATEL	3.0	5.3	f 12.37	6.07	8.01	11.46	f 2.12	4.31		12.46		7.35		8.20
	F. T. Co. Crossing	2.3	2.3												
TO-R	FRESNO		0.0	12.25AM	5.55AM	7.50AM	11.35AM	2.00PM	4.20PM		12.30AM		**7.15AM**		8.00PM
	(112.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX.SUNDAY	Leave Daily
	............Time over District....................			(3.45)	(3.58)	(2.45)	(3.30)	(4.10)	(2.45)	(0.15)	(5.00)	(7.15)	(7.00)	(3.08)	(6.25)
	..........Average speed per hour...............			30.03	28.38	42.16	32.17	27.02	42.16	29.60	22.52	5.16	7.85	6.45	17.55

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

East leg of wye at Lathrop is not protected by block signals.

★ No. 59 will not stop at Station at Lathrop, but will pull directly around east leg of wye to the Tracy-Brighton main track.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from or Beyond
59	Any Station	Bakersfield

EASTWARD — Tracy and Fresno Subdivision — WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from San Francisco via Antioch		Time Table No. 36. April 20, 1924	Distance from Fresno	FIRST CLASS			THIRD CLASS				
	312	250	248	242	92	26	40					25	91	39	311	249	247	243	241
	Armona-Ingle Fresno Mixed	Local Freight	Local Freight	Fresno Mdse. Freight	Tracy-Los Banos Motor	The Owl	Tracy-Fresno Passenger					The Owl	Los Banos-Tracy Motor	Fresno-Tracy Passenger	Fresno-Ingle Armona Mixed	Local Freight	Local Freight	Tracy Freight	Tracy Freight
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily
Term Yard BKWFTY P			7.35AM	1.05AM	8.40PM	8.35PM	11.55AM	82.2	TO-R	TRACY 2.7	126.2	s 6.10AM	s 7.35AM	s 6.40PM			2.20PM	11.30PM	6.40AM
46 I P			7.50	1.20	f 8.46	8.41	f 12.02PM	84.9		W. P. Crossing LYOTH 3.0	123.5	6.04	f 7.23	f 6.32			2.05	11.18	6.30
59 P			8.00	1.27	f 8.51	8.46	f 12.07	87.9		YARMOUTH 4.7	120.5	5.59	f 7.17	f 6.27			1.55	11.10	6.20
57 P			8.15	1.38	f 8.58	8.52	s 12.14	92.6		VERNALIS 0.9	115.8	5.53	f 7.09	s 6.18			1.20	11.00	6.10
					f			93.5		OHM (Spur) 1.4	114.9		f						
					f		f	94.9		ROMAIN (Spur) 1.5	113.5		f	f					
48			8.25	1.46	f 9.05		12.19	96.4		HALLY 4.0	112.0	5.48	f 6.59	6.11			12.40	10.50	6.00
57 WP			9.00	1.55	f 9.12	9.02	s 12.26	100.4		WESTLEY 4.4	108.0	5.43	f 6.52	s 6.05			12.26PM	10.42	5.43
					f		f	104.8		VANORMER (Spur) 2.6	103.6		f	f					
57 P			10.00	2.10	s 9.24	9.12	s 12.40	107.4	TO	PATTERSON 5.8	101.0	5.33	s 6.41	s 5.48			11.35AM	10.25	5.05
56 P			10.40AM	2.22	s 9.33	9.19	s 12.52	113.2	TO	CROWS LANDING 2.8	95.2	5.25	s 6.31	s 5.31			10.40	10.10	4.48
					f		f	116.0		STOMAR (Spur) 1.3	92.4		f	f					
52					f		f 12.58	117.3		TIMBA 2.2	91.1		f	f					
60 WP			12.01PM	2.37	s 9.45	9.28	s 1.12	119.5	TO	NEWMAN 4.0	88.9	5.17	s 6.19	s 5.15			10.00	9.45 9.05	4.30
56 P			1.25	2.47	s 9.53	9.33	s 1.25	123.5	TO	GUSTINE 3.4	84.9	5.12	s 6.11	s 4.53			8.35	8.55	4.00
44			1.40	2.55	f		f 1.31	126.9		LINORA 2.4	81.5		f	f			7.35	8.32	3.50
74 P			2.00	3.01	f 10.04	9.41	f 1.36	129.3		INGOMAR 6.3	79.1	5.04	f 6.00	f 4.37			7.20	8.25	3.40
59 P			2.30	3.12	f 10.14	9.49	s 1.46	135.6		VOLTA 2.7	72.8	4.55	f 5.50	s 4.27			7.00	8.10	3.12
					f		f	138.3		TRENT (Spur) 2.1	70.1		f						
86 BKWFY P		9.00AM	2.50PM	3.40	s 10.25PM	9.56	s 2.03	140.4	TO-R	LOS BANOS 1.2	68.0	4.49	5.40AM	s 4.18		3.00PM	6.30AM	7.50	2.50
					See Note		f	141.6		ABATTO (Spur) 6.7	66.8		See Note	f					
58 P		9.25		4.00		10.07	f 2.15	148.3		AGATHA 1.3	60.1	4.38		f 3.57		2.15		7.09	2.20
							f	149.6		BRITO (Spur) 3.4	58.8			f					
58 P		10.30		4.32		10.14	s 2.28	153.0	TO	DOS PALOS 6.8	55.4	4.32		s 3.50		1.45		7.00	2.05
45 P		11.00AM		5.00			f 2.38	159.8		OXALIS 1.8	48.6	4.23		f 3.31		12.45		6.45	1.50
							f	161.6		SILAXO (Spur) 4.6	46.8			f					
55 WP		12.20PM		5.20		10.32	s 2.50	166.2	TO	FIREBAUGH 4.6	42.2	4.14		s 3.20		12.20PM		6.30	1.35
45		12.35		5.29		10.38	2.56	170.8		CROMIR 2.0	37.6	4.08		3.11		11.40AM		6.17	1.20
							f	172.8		ARBIOS (Spur) 1.7	35.6			f					
98 WFP		1.00		5.38		10.43	s 3.05	174.5	TO	MENDOTA 7.4	33.9	4.03		s 3.05		11.30		6.10	1.12
53 YP	3.45PM	1.20		5.55		10.53	f 3.21	181.9	R.	INGLE 2.6	26.5			f 2.52	s 8.40AM	10.25		5.55	12.55
49 P	f 3.50	1.30		6.01			f 3.25	184.5		JAMESAN 0.5	23.9	3.50		f 2.48	f 8.35	10.15		5.50	12.50
	f							185.0		BUTTON (Spur) 8.0	23.4				f				
48 BKWFY P	s 4.25	2.35		6.45		11.07	s 3.42	193.0	TO	KERMAN 3.2	15.4	3.38		s 2.35	s 8.15	9.40		5.30	12.30
	f						f	196.2		RUGG (Spur) 0.5	12.2			f	f				
	f 4.33	2.50		6.53			f 3.48	196.7		FLOYD 1.8	11.7			f	f 7.57	8.35			
48 P	f 4.38	3.05		7.00		11.14	f 3.51	198.5		ROLINDA 2.3	9.9	3.31		f 2.26	f 7.53	8.20		4.57	12.02AM
	f							200.8		KEARNEY (Spur) 1.0	7.6				f				
Y	f						f	201.8		NEVILLS (Spur) 0.7	6.6			f	f				
49 P	f 4.50	3.55		7.10		11.20	f 3.55	202.5		PRATTON 1.2	5.9	3.25		f 2.20	f 7.45	8.00		4.50	11.55PM
	f							203.7		FORSEY (Spur) 1.6	4.7				f				
	f							205.3		CRAYOLD (Spur) 1.2	3.1				f				
	f							206.5		WESBY (Spur) 1.9	1.9				f				
Term. Yard BKWFTY P	s 5.10PM	4.30PM		7.30AM		s 11.35PM	s 4.10PM	208.4	TO-R	FRESNO	0.0	3.10AM		2.05PM	7.30AM	7.40AM		4.30PM	11.35PM
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily
	(1.25) 18.70	(7.30) 9.07	(7.15) 8.03	(6.25) 19.67	(1.45) 33.26	(3.00) 42.06	(4.15) 29.69			Time over District Average speed per hour		(3.00) 42.06	(1. 5) 30.37	(4.35) 28.26	(1.10) 22.71	(7.20) 9.27	(7.50) 7.43	(7.00) 18.03	(7.05) 17.82

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

At Los Banos No. 92 may occupy main track ten minutes after scheduled arriving time as shown above, but Rule 99 must be complied with.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Passengers To or From
39	Gadwall	Any Station
40	Gadwall	Any Station

East leg of wye at Tracy is not protected by block signals.

At Los Banos No. 91 may occupy main track ten minutes before scheduled leaving time as shown above, but Rule 99 must be complied with.

EASTWARD — Stockton and Merced Subdivision. — WESTWARD

Capacity of sidings in car lengths.		THIRD CLASS	FIRST CLASS					Time Table No. 36 April 20, 1924		FIRST CLASS			THIRD CLASS
		306 Local Freight Leave Daily EX. SUNDAY	158 Passenger Leave SUNDAY ONLY	154 Mixed Leave Daily EX. SUNDAY	152 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco		STATIONS	Distance from Merced	151 Passenger Arrive Daily EX. SUNDAY	157 Passenger Arrive SUNDAY ONLY	153 Mixed Arrive Daily EX. SUNDAY	305 Local Freight Arrive Daily EX. SUNDAY
	Yard BKWFITYP	4.00AM	12.05PM	12.15PM	12.05PM	90.9	TO-R	STOCKTON W. P. Crossing C. C. T. Co. Crossings 5.1	72.0	s 10.45AM	s 10.45AM	s 3.10PM	9.30PM
8			f	f	f	96.0		ORFORD (Spur) 0.7	66.9	f	f	f	
8		4.18	f 12.20	f 12.30	f 12.20	96.7		CHARLESTON (Spur) 1.0	66.2	f 10.30	f 10.30	f 2.50	9.10
3						97.7		SIBLEY (Spur) 0.6	65.2				
14			f	f	f	98.3		WALTHALL (Spur) 2.3	64.6	f	f	f	
8		4.33	f 12.26	f 12.40	f 12.26	100.6		HOLDEN (Spur) 3.2	62.3	f 10.24	f 10.24	f 2.40	8.55
34	WY	4.46	s 12.31	s 12.50PM	s 12.31	103.8	R	PETERS 4.4	59.1	s 10.19	s 10.19	2.30PM	8.40
18		5.10	s 12.38		s 12.38	108.2	TO	FARMINGTON 3.3	54.7	s 10.12	s 10.12		8.10
11			f		f	111.5		GOTRI (Spur) 2.6	51.4	f	f		
28		5.30	f 12.48		f 12.48	114.1		COMETA 2.6	48.8	f 10.02	f 10.02		7.45
28		5.50	s 12.53		s 12.53	116.7		VALLEY HOME 3.9	46.2	s 9.57	s 9.57		7.30
23			f		f	120.6		ADELA (Spur) 1.8	42.3	f	f		
32	BWT	6.15AM	s 1.15		s 1.05 1.30	122.4	TO-R	OAKDALE A. T. & S. F. Crossing 3.9	40.5	s 9.45 9.25	s 9.45		7.00PM
53			f 1.25		f 1.45	126.3		CLARIBEL 6.1	36.6	f 9.10	f 9.22		
58			s 1.40		s 2.10	132.4	TO	WATERFORD 1.6	30.5	s 8.50	s 9.07		
49			s 1.45		s 2.20	134.0		HICKMAN 5.8	28.9	s 8.30	s 9.02		
62	W		s 2.00		s 2.50	139.8		MONTPELLIER 6.2	23.1	s 8.10	s 8.48		
52			f 2.15		f 3.15	146.0		RYER 2.8	16.9	f 7.42	f 8.32		
11			f 2.21		f 3.25	148.8		ARUNDEL 3.7	14.1	f 7.35	f 8.26		
49			f 2.30		f 3.40	152.5		AMSTERDAM 4.7	10.4	f 7.25	f 8.18		
9			f		f	157.2		NAIRN (Spur) 1.0	5.7	f	f		
			f		f	158.2		FERRIN 1 7	4.7	f	f		
			f		f	159.9		BATTURS (Spur) 1.2	3.0	f	f		
	I					161.1		A. T. & S. F. Crossing 1.8	1.8				
	BKWFTP		s 2.55PM		s 4.15PM	162.9	TO-R	MERCED	0.0	7.00AM	7.55AM		
		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			(72.0)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
		(2.15) 14.00	(2.50) 25.41	(0.35) 22.10	(4.10) 17.28			Time over District Average speed per hour		(3.45) 19.20	(2.50) 25.41	(0.40) 14.35	(2.30) 12.60

Westward trains are superior to trains of the same class in the opposite direction.

Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

EASTWARD — Stockton and Merced Subdivision. — WESTWARD

Capacity of sidings in car lengths.	FIRST CLASS			Time Table No. 36 April 20, 1924		SECOND CLASS
	154 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		STATIONS	Distance from Milton	153 Mixed Arrive Daily EX. SUNDAY
WY	12.50PM	103.8	R	PETERS 5.7	11.5	s 2.30PM
	f 1.09	109.5		WAVERLY 5.8	5.8	f 2.10
T	s 1.30PM	115.3	TO-R	MILTON	0.0	1.50PM
	Arrive Daily EX. SUNDAY			(11.5)		Leave Daily EX. SUNDAY
	(0.40 17.25			Time over District Average speed per hour		(0.40) 17.25

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Lathrop and Fresno Subdivision — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			Time Table No. 36 April 20, 1924		THIRD CLASS
	142 Mixed Leave Tuesday and Saturday	Distance from San Francisco		STATIONS	Distance from Biola	141 Mixed Arrive Tuesday and Saturday
	7.25AM	199.3	R	BIOLA JUNCTION (No Siding) 1.2	8.4	s 8.40AM
		200.5		CHIMNTI (No Siding) 1.4	7.2	
		201.9		WEST ACRES 2.0	5.8	
		203.9		EVERTS 2.0	3.8	
		205.9		TRUMAN 1.8	1.8	
	s 7.55AM	207.7	R	BIOLA	0.0	8.00AM
	Arrive Tuesday and Saturday			(8.4)		Leave Tuesday and Saturday
	(0.30) 16.62			..........Time over District.......... ....Average speed per hour........		(0.40) 12.60

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Tracy and Brighton Subdivision — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS 174 Mixed Leave SUNDAY ONLY	SECOND CLASS 172 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 36 April 20, 1924 STATIONS	Distance from Valley Spring	SECOND CLASS 173 Mixed Arrive Daily EX. SUNDAY	SECOND CLASS 175 Mixed Arrive SUNDAY ONLY
BKWTFP	11.50AM	11.55AM	103.[illegible]	TO-R	LODI 1.8	26.9	s10.10AM	s10.15AM
			105.[illegible]		C. C. T. Co. Crossing 0.2	25.1		
			105.[illegible]		FRANKLYN (Spur) 1.8	24.9		
	f		107.[illegible]		VICTOR 2.6	23.1	f	f
P	s12.06PM	s12.[illegible]0PM	110.[illegible]		LOCKEFORD 4.0	19.3	s 9.35	s10.00
WP	s12.16	s12.[illegible]0	114.[illegible]		CLEMENTS 6.1	15.6	s 9.10	s 9.50
	s12.32	s 1.[illegible]0	[illegible]		WALLACE 5.8	9.4	s 8.45	s 9.33
	s12.50	1.[illegible]0	[illegible]		[illegible] 2.9	3.8	s 8.25	s 9.15
	f		[illegible]		[illegible] (Spur) 0.9	0.9	f	f
WTP	s 1.10PM	1.55PM	130.[illegible]		VALLEY SPRING	0.0	8.00AM	8.55AM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(26.8)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY

(1.20) (1.?) ....Time over District.... (1.18) (1.20)
20.01 ....Average speed per hour.... 13.? 20.01

Trains will stop at cemetery between Lockeford and Victor for funeral parties.

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Tracy and Brighton Subdivision — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS 132 Mixed Leave SUNDAY ONLY	SECOND CLASS 130 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 36 April 20, 1924 STATIONS	Distance from Ione	SECOND CLASS 131 Mixed Arrive Daily EX. SUNDAY	SECOND CLASS 133 Mixed Arrive SUNDAY ONLY
BKWT[illegible]	12.15PM	12.[illegible]0PM	111.7	TO-R	GALT	[illegible]	s 9.45AM	s 9.50AM
	f12.30	12.40	11[illegible].7		A.C.T. Co. Crossing [illegible] 4.5	22.3	f 9.15	f 9.35
	f12.45	f 1.00	[illegible]		CLAY 10.3	16.8	f 8.50	f 9.20
	s [illegible]15	s 1.30	[illegible]		CARBONDALE 0.7	6.5	s 8.15	f 8.50
	f	f	13[illegible].0		[illegible] 1.8	5.8	f	f
			13[illegible].8		[illegible] (Spur) 0.4	4.0		
	f	f	135.2		CLARKSONA (Spur) 2.5	3.6	f	f
	f	f	137.7		DAGON (Spur) 1.1	1.1	f	f
	s 1.35PM	s2.20PM	138.8	TO-R	IONE	0.0	7.45AM	8.30AM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(27.1)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY

(1.20) (2.00) ....Time over District.... (2.00) (1.20)
20.33 13.55 ....Average speed per hour.... 13.55 20.32

Trains will stop at Cicero to receive or discharge passengers.

Westward trains are superior to trains of the same class in the opposite direction.

Form 2191 C

TELEGRAM

Operator's Service

C.S. 8

PREF *Time Filed* 315P M

SAN FRANCISCO 5-1-24

J H DYER....ON LINE
C E G ....STOCKTON

Mr Dyer's A 18: Confirming conversation with Mr Gaylord Commission grants authority to discontinue Sunday service on Valley Spgs Branch and on Ione Branch after giving the public ten days notice therefore CEG see that agents post this notice today and discontinue the Sunday service on these two branches effective Sunday May 11th. Jt JHD CEG C 538

R L R

cc Messrs Burkhalter
McPaul
Thrall

M-O

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office must be entered in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

EASTWARD — Lathrop and Fresno Subdivision — WESTWARD

Capacity of sidings in car lengths.		SECOND CLASS 166 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco via Antioch		Time Table No. 36 April 20, 1924 STATIONS	Distance from Raymond	THIRD CLASS 167 Mixed Arrive Daily EX. SUNDAY
WTF	P	7.30AM	176.5	TO-R	BERENDA 3.3	20.9	s11.10AM
	I		179.8		A. T. & S. F. Crossing 4.0	17.6	
		f7.50	183.8		TALBOT 4.1	13.6	f10.47
		f8.05	187.9		DAULTON 2.9	9.5	f10.30
		f	190.8		JESBEL (Spur) 4.2	6.6	f
14		f8.30	195.0		HERBERT 1.2	2.4	f
		f	196.2	R	KNOWLES JCT. (No Siding) 1.2	1.2	f10.00
BWT	P	s8.45AM	197.4	TO-R	RAYMOND	0.0	9.15AM
		Arrive Daily EX. SUNDAY			(20.9)		Leave Daily EX. SUNDAY

(1.15) ....Time over District.... (1.55)
16.72 ....Average speed per hour.... 10.90

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Lathrop and Fresno Subdivision — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS 162 Freight Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 36 April 20, 1924 STATIONS	Distance from Knowles	THIRD CLASS 163 Freight Arrive Daily EX. SUNDAY
	9.20AM	196.2	R	KNOWLES JCT. (No Siding) 2.1	2.3	10.00AM
		198.3		HILLSIDE (Spur) 0.2	0.2	
	9.30AM	198.5	R	KNOWLES	0.0	9.50AM
	Arrive Daily EX. SUNDAY			(2.3)		Leave Daily EX. SUNDAY

(0.10) ....Time over District.... (0.10)
13.80 ....Average speed per hour.... 13.80

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Tracy and Brighton Subdivision — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS 170 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 36 April 20, 1924 STATIONS	Distance from Woodbridge	THIRD CLASS 171 Mixed Arrive Daily EX. SUNDAY
BKWTFP	10.30AM	103.3	TO-R	LODI C. C. T. Co. Crossing 2.5	2.5	s11.10AM
	s10.45AM	105.8	R	WOODBRIDGE	0.0	10.55AM
	Arrive Daily EX. SUNDAY			(2.5)		Leave Daily EX. SUNDAY

(0.15) ....Time over District.... (0.15)
10.00 ....Average speed per hour.... 10.00

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

Tracy	R. L. Von Dack and Son	Los Banos	J. F. Muth
Stockton	Pesce & Co., 417 E. Main St.	Madera	R. A. Bay
Lodi	L. G. Leavitt	Merced	R. C. Haun
Sacramento	H. T. Harger, 1008 K St.	Modesto	W. P. Shoemake
Roseville	H. T. Harger	Turlock	D. F. Hall

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Merced	Trains on Stockton and Merced Subdivision
Fresno	Trains on Tracy and Fresno Subdivision
Ingle	Trains on Riverdale Branch

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Galt	Trains on Ione Branch
Lodi	Trains on Valley Spring and Woodbridge Branches
Stockton	Trains on Stockton and Merced Subdivision
Peters	Trains on Milton Branch
Lathrop	Trains on Lathrop and Fresno Subdivision
Tracy	Trains on Tracy and Fresno Subdivision
Berenda	Trains on Raymond Branch
Biola Junction	Trains on Biola Branch
Ingle	Trains on Riverdale Branch

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Lodi	Trains originating and terminating.
Modesto	
Berenda	
Madera	
Los Banos	
Ingle	
Peters	Nos. 153 and 154.

RULE 83 (B). At open train order offices, trains may register by ticket as follows:

Lathrop.............All trains on Tracy and Brighton Subdivision.

RULE 83 (C). Extra trains will register at Stockton, Lathrop and Merced.

RULE 83 (D). Trains must obtain a clearance card before leaving Stockton and Merced.

Trains from the Lathrop and Fresno Subdivision entering eastward track on Tracy and Brighton Subdivision, may obtain authority to move eastward from Lathrop by calling train dispatcher on telephone located near junction switch east end of east leg of wye, and after receiving such authority, it will not be necessary to obtain clearance card or register at Lathrop.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

Tracy
Lathrop
Stockton
Lodi
Galt
Brighton
Modesto
Turlock
Merced
Madera
Fresno
Los Banos
Kerman
Oakdale
Valley Spring
Ione
Raymond

Eastward passenger trains arriving TRACY via Port Costa will have right to the main track to signal No. 820, located just west of C Street crossing, and will be governed by Rule 846 from this point.

Eastward passenger trains arriving TRACY via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C Street crossing, and will be governed by Rule 846 from this point.

RULE 97 (A). On double track between Tracy and Stockton, trains may run extra, moving with the current of traffic without running orders.

RULE. 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Tracy	West end for Martinez line. East end for Tracy and Brighton Subdivision.
Lathrop	Junction switches for both ends of yard for Tracy and Brighton Subdivision. East end of east and west legs of wye on Lathrop and Fresno Subdivision, for west leg of wye. Outside wye, east leg for Tracy and Brighton Subdivision; east and west legs to be used as main tracks for Lathrop and Fresno Subdivision.
End of Double Track	
Stockton	For westward trains.
Lodi	Woodbridge Branch, for Tracy and Brighton Subdivision. Valley Spring Branch, for siding on Tracy and Brighton Subdivision.
Galt	Ione Branch, for main track, Tracy and Brighton Subdivision.
Ingle	Riverdale Branch, for siding on Tracy and Fresno Subdivision.
Kerman	Armona Branch, for main track Tracy and Fresno Subdivision.
Merced	Stockton and Merced Subdivision for main track Lathrop and Fresno Subdivision.
Berenda	Raymond Branch, for main track Lathrop and Fresno Subdivision.
Biola Junction	Biola Branch, for main track Lathrop and Fresno Subdivision.
Peters	Milton Branch, for main track Stockton and Merced Subdivision.

RAILROAD CROSSINGS AT GRADE—NOT INTERLOCKED:

Oakdale—A. T. & S. F. R. R.

RULE 221. That portion of Rule 221 reading “Train order office hours will be shown in the time table” is cancelled.

When a train-order signal indicates proceed in both directions, by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. OVERLAPS are located at

Manteca	Eastward trains, 2,300 feet west of east switch.
Floyd	Eastward trains, 1,500 feet west of east switch.

RULE 876. Standing air brake test must be made at Daulton, Knowles and Knowles Junction.

AUTOMATIC BLOCK SYSTEM

When a train is stopped by any of the following home block signals, Rule 509 will govern, except that train may proceed with caution not to exceed six miles per hour, if a train in the same direction is seen occupying the block.

Signals 1126 and 1131	Modesto
Signals 1252 and 1271	Turlock
Signals 1498 and 1515	Merced
Signals 1832 and 1839	Madera

INTERLOCKING

At all interlocking plants, when route lined up is not to be used, following signal will be sounded by enginemen: o o ——— o o.

SAN JOAQUIN RIVER BRIDGE TOWER.—San Joaquin River Bridge between Banta and Lathrop

Limits on eastward track extend from home signal 450 feet west of west junction switch to dwarf signal 350 feet east of east junction switch; on westward track from home signal 450 feet east of east junction switch to dwarf signal 350 feet west of west junction switch.

Eastward movements on eastward main track will be governed by two-arm signal located 450 feet west of west junction switch. Eastward movements on westward main track will be governed by dwarf signal located 350 feet west of west junction switch.

Westward movements on westward main track will be governed by two-arm signal located 450 feet east of east junction switch. Westward movements on eastward main track will be governed by dwarf signal located 350 feet east of east junction switch.

FRENCH CAMP TOWER.—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp

Limits on eastward track extend from home signal 500 feet west of crossing to dwarf signal 350 feet east of crossing; on westward track from home signal 500 feet east of crossing to dwarf signal 350 feet west of crossing.

Eastward movements on eastward main track will be governed by two-arm signal located 500 feet west of crossing. Eastward movements on westward main track will be governed by dwarf signal located 350 feet west of crossing.

Westward movements on westward main track will be governed by two-arm signal located 500 feet east of crossing. Westward movements on eastward main track will be governed by dwarf signal located 350 feet east of crossing.

STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton

Limits on double track extend from signal bridge 800 feet west of crossing to the Light signal 475 feet east of crossing on westward track and to the dwarf signal 350 feet east of crossing on eastward track.

Eastward movements on eastward main track will be governed by one-arm signal and suspended dwarf signal located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm signal will govern route over crossing on eastward main track. Suspended dwarf signal will govern route over crossover just west of crossing.

Light signal 475 feet east of crossing will govern westward movements on westward main track up to crossover located 300 feet west of crossing. Three position light signal located 300 feet west of crossing governs movements through balance of plant.

Other train movements at this tower will be governed by dwarf signals.

Enginemen will sound whistle signals as follows when they wish switches lined for:

Westward main track, o o ——— ———.
Eastward main track, ——— o.
Middle track, ——— o ———.
Siding, ——— o o ———.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing, Weber Avenue and Union Street, Stockton

Limits on main track extend from home signal 500 feet east of crossing to home signal 150 feet west of crossing.

Westward movements from Stockton and Merced Subdivision will be governed by two-arm bracket signal on left-hand side of track; upper arm governs to passenger station, lower arm for either leg of wye.

Eastward movements from passenger station will be governed by one-arm stub bracket signal.

Movements from roundhouse will be governed by one-arm signal. Other train movements will be governed by dwarf signals.

STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing at end of double track, Stockton

Limits on main track extend from home signal 450 feet east of crossing to home signal 450 feet west of crossing on eastward track, and to dwarf signal 200 feet west of crossing on westward track.

Westward movements on main track will be governed by three-arm signal located 450 feet east of crossing; upper arm will govern movements over crossing on westward main track; lower arm will govern movements through crossover to eastward main track.

Westward movements on El Pinal siding will be governed by dwarf signal located 450 feet east of crossing.

Eastward movements on eastward main track will be governed by three-arm signal located 450 feet west of crossing; upper arm will govern movements through crossover to main track; lower arm will govern movement into El Pinal siding.

Eastward movements on westward main track will be governed by dwarf signal located 200 feet west of crossing.

Enginemen will sound whistle signal as follows when they wish switches lined:

Eastward trains for siding, ——— o.

MODESTO TOWER.—Tidewater Southern Railway Crossing 1.6 miles east of Modesto

Limits extend from home signal 500 feet east of crossing to home signal 500 feet west of crossing.

Eastward and westward movements will be governed by respective signals located 500 feet from crossing.

Towerman on duty 8:30 A. M. to 5:30 P. M. daily except Sunday. No Towerman on duty on Sunday and between 5:30 P. M. and 8:30 A. M. week days.

Signals will be left in “proceed” position when towerman is off duty.

LATHROP TOWER.—Western Pacific R. R. Crossing .9 mile east of Lathrop on Lathrop and Fresno Subdivision

Limits extend from home signal 450 feet east of crossing to home signal 450 feet west of crossing.

Eastward or westward movements will be governed by respective signals located 450 feet from crossing. Enginemen of eastward trains will sound whistle signal, ——— o, when they wish to enter or pass through this plant.

LYOTH TOWER.—Western Pacific R. R. Crossing, Lyoth

Limits on main track extend from home signal 450 feet east of crossing to home signal 700 feet west of crossing.

Eastward movements will be governed by two-arm stub bracket signal located about 700 feet west of crossing.

Westward movements will be governed by three-arm signal located 450 feet east of crossing; upper arm will govern movements on main track; lower arm will govern movements through crossover to interchange track.

Enginemen of westward trains will sound whistle signal, ——— o, before passing eastward signal No. 862 between Yarmouth and Lyoth if they wish to enter siding.

Enginemen of trains on siding will sound whistle signal, o ——— o, when they wish to move to main track.

MERCED TOWER No. 3.—A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Stockton and Merced Subdivision

Limits extend from home signal 550 feet east of crossing to home signal 550 feet west of crossing.

Eastward and westward movements will be governed by respective signals.

No towerman on duty from 6:00 P. M. to Mid-night.

KISMET TOWER.—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.3 miles east of Berenda

Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing.

Eastward and westward movements will be governed by their respective signals.

MANUAL CONTROL SIGNALS

When Semi-Automatic Signals at east end of Tracy Yard are inoperative, trains entering or leaving yard will be governed by Rules 628 and 663.

EASTWARD — Tracy and Brighton Subdivision — WESTWARD

Capacity sidings n car ngths.	SECOND CLASS 174 Mixed Leave SUNDAY ONLY	SECOND CLASS 172 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 36 April 20, 1924 STATIONS	Distance from Valley Spring	SECOND CLASS 173 Mixed Arrive Daily EX. SUNDAY	SECOND CLASS 175 Mixed Arrive SUNDAY ONLY
KWTF P	11.50AM	11.55AM	103.3	TO-R	LODI 1.8	26.9	s 10.10AM	s 10.15AM
			105.1		C. C. T. Co. Crossing 0.2	25.1		
			105.3		FRANKLYN (Spur) 1.8	24.9		
	f	f	107.1		VICTOR 3.6	23.1	f	f
P	s 12.06PM	s 12.30PM	110.7		LOCKEFORD 4.0	19.5	s 9.35	s 10.00
WP	s 12.16	s 12.50	114.7		CLEMENTS 6.1	15.5	s 9.10	s 9.50
	s 12.32	s 1.10	120.8		WALLACE 5.6	9.4	s 8.45	s 9.33
	s 12.50	s 1.30	126.4		HELISMA 2.9	3.8	s 8.25	s 9.15
	f	f	129.3		NORVAL (Spur) 0.9	0.9	f	f
WTP	s 1.10PM	s 1.55PM	130.2	TO-R	VALLEY SPRING	0.0	8.00AM	8.55AM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(26.9)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY
	(1.20)	(2.00)			Time over District		(2.10)	(1.20)
	20.01	13.45			Average speed per hour		12.41	20.01

Trains will stop at Cemetery between Lockeford and Victor for funeral parties.

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Tracy and Brighton Subdivision — WESTWARD

acity dings car gths.	SECOND CLASS 132 Mixed Leave SUNDAY ONLY	SECOND CLASS 130 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 36 April 20, 1924 STATIONS	Distance from Ione	SECOND CLASS 131 Mixed Arrive Daily EX. SUNDAY	SECOND CLASS 133 Mixed Arrive SUNDAY ONLY
WFT P	12.15PM	12.20PM	111.7	TO-R	GALT 5.0 C. C. T. Co. Crossing	27.1	s 9.45AM	s 9.50AM
	f 12.30	f 12.40	116.7		VANSTOW 5.3	22.3	f 9.15	f 9.35
P	f 12.45	f 1.00	122.0		CLAY 10.3	16.8	f 8.50	f 9.20
P	s 1.15	s 1.30	132.3		CARBONDALE 0.7	6.5	s 8.15	f 8.50
	f	f	133.0		LIGNITE 1.8	5.8	f	f
			134.8		EDWIN (Spur) 0.4	4.0		
	f	f	135.2		CLARKSONA (Spur) 2.5	3.6	f	f
	f	f	137.7		DAGON (Spur) 1.1	1.1	f	f
TY P	s 1.35PM	s 2.20PM	138.8	TO-R	IONE	0.0	7.45AM	8.30AM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(27.1)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY
	(1.20)	(2.00)			Time over District		(2.00)	(1.20)
	20.32	13.55			Average speed per hour		13.55	20.32

Trains will stop at Cicero to receive or discharge passengers.

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Lathrop and Fresno Subdivision — WESTWARD

Capacity of sidings in car lengths.		SECOND CLASS 166 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco via Antioch		Time Table No. 36 April 20, 1924 STATIONS	Distance from Raymond	THIRD CLASS 167 Mixed Arrive Daily EX. SUNDAY
WTF	P	7.30AM	176.5	TO-R	BERENDA 3.3	20.9	s 11.10AM
	I		179.8		A. T. & S. F. Crossing 4.0	17.6	
		f 7.50	183.8		TALBOT 4.1	13.6	f 10.47
		f 8.05	187.9		DAULTON 2.9	9.5	f 10.30
		f	190.8		JESBEL (Spur) 4.2	6.6	f
14		f 8.30	195.0		HERBERT 1.2	2.4	f
		f	196.2	R	KNOWLES JCT. (No Siding) 1.2	1.2	f 10.00
BWT	P	s 8.45AM	197.4	TO-R	RAYMOND	0.0	9.15AM
		Arrive Daily EX. SUNDAY			(20.9)		Leave Daily EX. SUNDAY
		(1.15)			Time over District		(1.55)
		16.72			Average speed per hour		10.90

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Lathrop and Fresno Subdivision — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS 162 Freight Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 36 April 20, 1924 STATIONS	Distance from Knowles	THIRD CLASS 163 Freight Arrive Daily EX. SUNDAY
	9.20AM	196.2	R	KNOWLES JCT. (No Siding) 2.1	2.3	10.00AM
		198.3		HILLSIDE (Spur) 0.2	0.2	
	9.30AM	198.5	R	KNOWLES	0.0	9.50AM
	Arrive Daily EX. SUNDAY			(2.3)		Leave Daily EX. SUNDAY
	(0.10)			Time over District		(0.10)
	13.80			Average speed per hour		13.80

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Tracy and Brighton Subdivision — WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS 170 Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 36 April 20, 1924 STATIONS	Distance from Woodbridge	THIRD CLASS 171 Mixed Arrive Daily EX. SUNDAY
BKWTF P	10.30AM	103.3	TO-R	LODI C. C. T. Co. Crossing 2.5	2.5	s 11.10AM
	s 10.45AM	105.8	R	WOODBRIDGE	0.0	10.55AM
	Arrive Daily EX. SUNDAY			(2.5)		Leave Daily EX. SUNDAY
	(0.15)			Time over District		(0.15)
	10.00			Average speed per hour		10.00

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

Tracy	R. L. Von Dack and Son	Los Banos	J. F. Muth
Stockton	Pesce & Co., 417 E. Main St.	Madera	R. A. Bay
Lodi	L. G. Leavitt	Merced	R. C. Haun
Sacramento	H. T. Harger, 1008 K St.	Modesto	W. P. Shoemake
Roseville	H. T. Harger	Turlock	D. F. Hall

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Merced	Trains on Stockton and Merced Subdivision
Fresno	Trains on Tracy and Fresno Subdivision
Ingle	Trains on Riverdale Branch

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Galt	Trains on Ione Branch
Lodi	Trains on Valley Spring and Woodbridge Branches
Stockton	Trains on Stockton and Merced Subdivision
Peters	Trains on Milton Branch
Lathrop	Trains on Lathrop and Fresno Subdivision
Tracy	Trains on Tracy and Fresno Subdivision
Berenda	Trains on Raymond Branch
Biola Junction	Trains on Biola Branch
Ingle	Trains on Riverdale Branch

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Lodi	Trains originating and terminating.
Modesto	
Berenda	
Madera	
Los Banos	
Ingle	
Peters	Nos. 153 and 154.

RULE 83 (B). At open train order offices, trains may register by ticket as follows:

Lathrop.............All trains on Tracy and Brighton Subdivision.

RULE 83 (C). Extra trains will register at Stockton, Lathrop and Merced.

RULE 83 (D). Trains must obtain a clearance card before leaving Stockton and Merced.

Trains from the Lathrop and Fresno Subdivision entering eastward track on Tracy and Brighton Subdivision, may obtain authority to move eastward from Lathrop by calling train dispatcher on telephone located near junction switch east end of east leg of wye, and after receiving such authority, it will not be necessary to obtain clearance card or register at Lathrop.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

Tracy
Lathrop
Stockton
Lodi
Galt
Brighton
Modesto
Turlock
Merced
Madera
Fresno
Los Banos
Kerman
Oakdale
Valley Spring
Ione
Raymond

Eastward passenger trains arriving TRACY via Port Costa will have right to the main track to signal No. 820, located just west of C Street crossing, and will be governed by Rule 846 from this point.

Eastward passenger trains arriving TRACY via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C Street crossing, and will be governed by Rule 846 from this point.

RULE 97 (A). On double track between Tracy and Stockton, trains may run extra, moving with the current of traffic without running orders.

RULE. 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Tracy	West end for Martinez line. East end for Tracy and Brighton Subdivision.
Lathrop	Junction switches for both ends of yard for Tracy and Brighton Subdivision. East end of east and west legs of wye on Lathrop and Fresno Subdivision, for west leg of wye. Outside wye, east leg for Tracy and Brighton Subdivision; east and west legs to be used as main tracks for Lathrop and Fresno Subdivision.
End of Double Track	
Stockton	For westward trains.
Lodi	Woodbridge Branch, for Tracy and Brighton Subdivision. Valley Spring Branch, for siding on Tracy and Brighton Subdivision.
Galt	Ione Branch, for main track, Tracy and Brighton Subdivision.
Ingle	Riverdale Branch, for siding on Tracy and Fresno Subdivision.
Kerman	Armona Branch, for main track Tracy and Fresno Subdivision.
Merced	Stockton and Merced Subdivision for main track Lathrop and Fresno Subdivision.
Berenda	Raymond Branch, for main track Lathrop and Fresno Subdivision.
Biola Junction	Biola Branch, for main track Lathrop and Fresno Subdivision.
Peters	Milton Branch, for main track Stockton and Merced Subdivision.

RAILROAD CROSSINGS AT GRADE—NOT INTERLOCKED:

Oakdale—A. T. & S. F. R. R.

RULE 221. That portion of Rule 221 reading “Train order office hours will be shown in the time table” is cancelled.

When a train-order signal indicates proceed in both directions, by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. OVERLAPS are located at

Manteca	Eastward trains, 2,300 feet west of east switch.
Floyd	Eastward trains, 1,500 feet west of east switch.

RULE 876. Standing air brake test must be made at Daulton, Knowles and Knowles Junction.

AUTOMATIC BLOCK SYSTEM

When a train is stopped by any of the following home block signals, Rule 509 will govern, except that train may proceed with caution not to exceed six miles per hour, if a train in the same direction is seen occupying the block.

Signals 1126 and 1131	Modesto
Signals 1252 and 1271	Turlock
Signals 1498 and 1515	Merced
Signals 1832 and 1839	Madera

INTERLOCKING

At all interlocking plants, when route lined up is not to be used, following signal will be sounded by enginemen: o o ——— o o.

SAN JOAQUIN RIVER BRIDGE TOWER.—San Joaquin River Bridge between Banta and Lathrop

Limits on eastward track extend from home signal 450 feet west of west junction switch to dwarf signal 350 feet east of east junction switch; on westward track from home signal 450 feet east of east junction switch to dwarf signal 350 feet west of west junction switch.

Eastward movements on eastward main track will be governed by two-arm signal located 450 feet west of west junction switch. Eastward movements on westward main track will be governed by dwarf signal located 350 feet west of west junction switch.

Westward movements on westward main track will be governed by two-arm signal located 450 feet east of east junction switch. Westward movements on eastward main track will be governed by dwarf signal located 350 feet east of east junction switch.

FRENCH CAMP TOWER.—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp

Limits on eastward track extend from home signal 500 feet west of crossing to dwarf signal 350 feet east of crossing; on westward track from home signal 500 feet east of crossing to dwarf signal 350 feet west of crossing.

Eastward movements on eastward main track will be governed by two-arm signal located 500 feet west of crossing. Eastward movements on westward main track will be governed by dwarf signal located 350 feet west of crossing.

Westward movements on westward main track will be governed by two-arm signal located 500 feet east of crossing. Westward movements on eastward main track will be governed by dwarf signal located 350 feet east of crossing.

STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton

Limits on double track extend from signal bridge 800 feet west of crossing to the Light signal 475 feet east of crossing on westward track and to the dwarf signal 350 feet east of crossing on eastward track.

Eastward movements on eastward main track will be governed by one-arm signal and suspended dwarf signal located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm signal will govern route over crossing on eastward main track. Suspended dwarf signal will govern route over crossover just west of crossing.

Light signal 475 feet east of crossing will govern westward movements on westward main track up to crossover located 300 feet west of crossing. Three position light signal located 300 feet west of crossing governs movements through balance of plant.

Other train movements at this tower will be governed by dwarf signals.

Enginemen will sound whistle signals as follows when they wish switches lined for:

Westward main track, o o ——— ———.
Eastward main track, ——— o.
Middle track, ——— o ———.
Siding, ——— o o ———.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing, Weber Avenue and Union Street, Stockton

Limits on main track extend from home signal 500 feet east of crossing to home signal 150 feet west of crossing.

Westward movements from Stockton and Merced Subdivision will be governed by two-arm bracket signal on left-hand side of track; upper arm governs to passenger station, lower arm for either leg of wye.

Eastward movements from passenger station will be governed by one-arm stub bracket signal.

Movements from roundhouse will be governed by one-arm signal. Other train movements will be governed by dwarf signals.

STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing at end of double track, Stockton

Limits on main track extend from home signal 450 feet east of crossing to home signal 450 feet west of crossing on eastward track, and to dwarf signal 200 feet west of crossing on westward track.

Westward movements on main track will be governed by three-arm signal located 450 feet east of crossing; upper arm will govern movements over crossing on westward main track; lower arm will govern movements through crossover to eastward main track.

Westward movements on El Pinal siding will be governed by dwarf signal located 450 feet east of crossing.

Eastward movements on eastward main track will be governed by three-arm signal located 450 feet west of crossing; upper arm will govern movements through crossover to main track; lower arm will govern movement into El Pinal siding.

Eastward movements on westward main track will be governed by dwarf signal located 200 feet west of crossing.

Enginemen will sound whistle signal as follows when they wish switches lined:

Eastward trains for siding, ——— o.

MODESTO TOWER.—Tidewater Southern Railway Crossing 1.6 miles east of Modesto

Limits extend from home signal 500 feet east of crossing to home signal 500 feet west of crossing.

Eastward and westward movements will be governed by respective signals located 500 feet from crossing.

Towerman on duty 8:30 A. M. to 5:30 P. M. daily except Sunday. No Towerman on duty on Sunday and between 5:30 P. M. and 8:30 A. M. week days.

Signals will be left in “proceed” position when towerman is off duty.

LATHROP TOWER.—Western Pacific R. R. Crossing .9 mile east of Lathrop on Lathrop and Fresno Subdivision

Limits extend from home signal 450 feet east of crossing to home signal 450 feet west of crossing.

Eastward or westward movements will be governed by respective signals located 450 feet from crossing. Enginemen of eastward trains will sound whistle signal, ——— o, when they wish to enter or pass through this plant.

LYOTH TOWER.—Western Pacific R. R. Crossing, Lyoth

Limits on main track extend from home signal 450 feet east of crossing to home signal 700 feet west of crossing.

Eastward movements will be governed by two-arm stub bracket signal located about 700 feet west of crossing.

Westward movements will be governed by three-arm signal located 450 feet east of crossing; upper arm will govern movements on main track; lower arm will govern movements through crossover to interchange track.

Enginemen of westward trains will sound whistle signal, ——— o, before passing eastward signal No. 862 between Yarmouth and Lyoth if they wish to enter siding.

Enginemen of trains on siding will sound whistle signal, o ——— o, when they wish to move to main track.

MERCED TOWER No. 3.—A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Stockton and Merced Subdivision

Limits extend from home signal 550 feet east of crossing to home signal 550 feet west of crossing.

Eastward and westward movements will be governed by respective signals.

No towerman on duty from 6:00 P. M. to Mid-night.

KISMET TOWER.—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.3 miles east of Berenda

Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing.

Eastward and westward movements will be governed by their respective signals.

MANUAL CONTROL SIGNALS

When Semi-Automatic Signals at east end of Tracy Yard are inoperative, trains entering or leaving yard will be governed by Rules 628 and 663.

MISCELLANEOUS

1.—SIDINGS.

LATHROP sidings are designated as follows:

Westward siding is the siding leading from the westward main track 1,500 feet east of corral and re-entering main track just east of water tank.

Eastward siding is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard.

Fresno siding is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Fresno main track just east of west junction switch.

Straight leg of wye is the track which parallels eastward main track, connecting with wye track just west of east junction switch, and with Fresno main track just east of west junction switch. This track to be left clear of cars, except upon specific instructions from Chief Train Dispatcher covering its use.

2. Disc signal located on mast of distant signal 1316 at Polk has two indications which are controlled by operator at Brighton. Normal indication will be white disc or green light. Should signal show yellow disc or yellow light, trains will take siding.

3. Eastward trains using siding at Hislop or stopped on main track to do work, must clear crossover west of South Street.

4. Westward freight trains taking water at Merced between 7:00 A. M. and 6:00 P. M. will stop east of east crossing.

5. Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 Noon and 1:00 P. M. All switching between these hours must be performed from west end of melon and house tracks.

6. By ordinance of the Town of Newman, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

7. Trains entering yard at Fresno will be governed by signal from herder as follows:

Trains via Merced, Green Signal.
Trains via Kerman, Yellow Signal.

8. Through trains will take water at Westley and Chowchilla only when absolutely necessary and fuel oil will be taken at Mendota only in cases of emergency.

10. Trains entering and leaving Tracy yard will be governed as follows:

Port Costa side, tracks 7, 8, 9, 11, 12 and 13. On incoming westward trains sufficient number of handbrakes must be set on head end and on incoming eastward trains sufficient number of handbrakes must be set on rear end to insure against train running out west end. On outgoing westward trains, after caboose is coupled to train, brakes scattered throughout train may be released but a sufficient number must be left set on head end and will not be released until engine is coupled to train. On eastward outgoing trains after the caboose is on train a sufficient number of hand brakes will be left set on rear end which will be released only after air gauge shows that engine is on and air is coupled through.

Niles side, tracks 14, 15, 16, 17 and 18. On incoming westward trains a sufficient number of hand brakes must be set on rear of train. When train is cut and head end is pulled into either 14, 15, 16 high, sufficient number of hand brakes must be set on head end of this portion of train. On incoming eastward trains a sufficient number of hand brakes must be set on head end of train. When rear of train is cut off or left standing in tracks 14, 15 or 16 high, sufficient number of hand brakes must be set on rear of train in addition to those on head end. On westward outgoing trains after caboose is on train a sufficient number of hand brakes must be left set on rear end, to be released only after air gauge shows that engine is on and air is coupled through train. If made up on track 14, 15 or 16 high, head end of train should be secured with hand brakes and not released until engine is on and air coupled through train. On eastward outgoing trains sufficient number of hand brakes must be left set on head end to be released only after engine is coupled to train. If made up on 14, 15 or 16 high, sufficient number of hand brakes must be left set on rear end of train, not to be released until engine is coupled to train and air through.

11. Only engines of following classes can be turned on turntables at Galt, Valley Spring, Milton, Oakdale and Berenda: E5, E6, E23, E24, T9, T10, T11 and T12.

12. Engines which cannot be turned on turntable at Oakdale, may be turned on Santa Fe Wye. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

> "All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Every precaution for safety must be observed, flagging if conditions require.

13. When crossing flagmen find it necessary to leave their post of duty for a short time, they will display a yellow flag by day and yellow light by night, which will indicate to train and enginemen that crossing usually protected by flagman, is temporarily without protection, and train and enginemen will be governed accordingly.

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR

SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR

Page	Trains must not exceed the speed in miles per hour shown below: BETWEEN	Passenger	Motor Car	Freight
2, 3	Tracy and Brighton	50	40	35
2, 3, 6	Over Double Slip Switch at Junction of Tracy and Brighton and Tracy and Fresno Subdivisions	10	10	10
2, 3, 6	From the road crossing east of junction switch on Tracy and Fresno Subdivision, and end of double track on Tracy and Brighton Subdivision; to the road crossings west of station on Niles line, and on Martinez line.	10	10	10
2, 3	San Joaquin River Draw Bridge	10	10	10
	Within the City Limits of:			
2, 3, 7	Stockton	8	8	8
2, 3, 8	Lodi	10	10	10
4, 5	Lathrop and Fresno	50	40	35
4, 5	East Leg outer Wye Lathrop	15	15	15
	Within the City Limits of:			
4, 5, 6	Fresno	8	8	8
4, 5	Madera, between Standard Oil Spur and Fresno River Bridge	20	20	20
4, 5	Sugar Pine and Winery Spurs at Madera	10	..	10
4, 5	Over Highway Crossing and Street Crossing just west of station at Livingston	30	30	30
	Within the City Limits of:			
4, 5, 7	Modesto, Turlock and Merced	15	15	15
4, 5	Spreckels Sugar Spur Manteca	..	..	10
4, 5	Over Highway Crossing just east of station at Manteca	30	30	30
6	Tracy and Fresno	50	40	35
6	Kearney and Timba Spurs	10	..	10
7	Stockton and Merced via Oakdale	40	40	30
7	Peters and Milton	25	20	20
7	Between switches at Peters	10	10	10
8	Galt and Ione, except as follows	35	35	30
8	Mile Post 125.5 to Mile Post 125.7	25	25	25
8	Mile Post 126.5 to Mile Post 126.7	25	25	25
8	Mile Post 127.0 to Mile Post 127.1	20	20	20
8	Mile Post 131.1 to Mile Post 131.3	25	25	25
8	Mile Post 132.2 to Mile Post 132.4	25	25	25
8	Lodi and Woodbridge	20	20	15
8	Lodi & Woodbridge, 1600 & 1700 Class Engines	10	..	10
8	Lodi and Clements	35	35	25
8	Clements and Mile Post 121.1	30	30	25
8	Mile Post 121.1 and Mile Post 121.4	20	20	20
8	Mile Post 121.4 and Helisma	25	25	20
8	Helisma and Valley Spring	20	20	20
8	Lodi and Mile Post 121.1 Engs. 2221 to 2281	25	..	25
8	Mile Post 121.1 and Valley Spring Engs. 2221 to 2273	15	..	15
8	Mile Post 121.1 and Valley Spring Engs. 2274 to 2281	10	..	10
8	Berenda and Daulton	30	30	25
8	Daulton and Raymond	20	20	20
8	Knowles and Knowles Jct	6	6	6
7	Biola Jct. and Biola	25	25	20
	Consolidation and Mikado Engines	45	..	35
	2-10-2 Type Engines	40	..	..
	Through Crossovers, Turnouts and Sidings	10	10	10
	Trains with engine backing up, Main Line	25	..	25
	Trains with engine backing up, Branches	15	..	15

LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected	20	10
Mallet Consolidated	25	25
Other Engines on Main Track	35	20
Other Engines on Oakdale Branch	30	20
Other Engines on Other Branches	20	12

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

Relief outfit must not exceed 30 miles per hour main line or 20 miles per hour on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines must not exceed 15 miles per hour. Locomotive cranes must be handled in trains with heavy end forward.

No. 86, Sundays, reduce speed to 5 miles per hour passing station at Manteca, to dispatch mail.

Trains must not exceed 6 miles per hour over Mormon Slough Drawbridge at Stockton, and yardmen must watch cars passing over bridge, especially at end latches, being prepared to stop.

Engines must not work over clay unloading trestles on Brickyard spur at Crayold.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.	40	1.30	50	1.12

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 to 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

The above table is for the information of enginemen and must not be considered in any way to authorize exceeding speed limits specified above.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

MAIN TRACKS

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance
82.0	Tracy	West Water Tank		6 ft. 6 in.
82.2	Tracy	East Water Tank		6 " 6 "
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 " 2 "
81.5	Lathrop	Water Tank		6 " 6 "
103.3	Lodi	East Water Tank		6 " 6 "
104.3	Lodi-Urgon	Mokelumne River Bridge		7 " 6 "
111.7	Galt	Water Tank		6 " 6 "
129.0	Florin	Water Tank		6 " 6 "
104.3	Ripon-Salida	Stanislaus River Bridge	21 ft. 10 in.	7 " 6 "
134.9	Delhi-Livingston	Merced River Bridge	21 ft. 10 in.	7 " 6 "
136.4	Livingston	Water Tank		6 " 6 "
176.5	Berenda	Water Tank		6 " 6 "
195.6	Herndon	Water Tank		6 " 6 "
100.4	Westley	Water Tank		6 " 6 "
119.5	Newman	Water Tank		6 " 6 "
166.2	Firebaugh	Water Tank		6 " 6 "
193.0	Kerman	Water Tank		6 " 6 "
100.7	Holden-Peters	Mormon Slough Bridge		7 " 4 "
103.8	Peters	Water Tank		6 " 6 "
122.4	Oakdale	Water Tank		6 " 6 "
148.5	Ryer-Arundel	Merced River Bridge		7 " 6 "
136.7	Clarksona-Dagon	Sutter Creek Bridge	20 ft. 6 in.	7 " 4¼ "
138.8	Ione	Water Tank		6 " 6 "
114.7	Clements	Water Tank		6 " 6 "
130.2	Valley Spring	Water Tank		6 " 6 "

SIDE TRACKS AND SPURS

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance
81.5	Lathrop	Water Tank		6 " 6 "
92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 "
103.3	Lodi	R. H. Water Tank		6 " 6 "
119.5	Newman	Water Tank		6 " 6 "
166.2	Firebaugh	Water Tank		6 " 6 "
175.0	Mendota	Water Tank		6 " 6 "
193.0	Kerman	Water Tank		6 " 6 "
201.8	Nevill's Spur	Packing House		7 " 1 "
112.7	Modesto Ice Plant and Icing Platform	Ice Houses		6 " 8 "
126.2	Turlock	Water Tank		6 " 6 "
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 ft.	5 " 7 "

Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazelton Ave.; Union Mills, Farmers' Union Milling Company and California Navigation and Imp. Co.'s Buildings on water front track Weber Ave.

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

SPECIAL INSTRUCTIONS—Concluded.

The crossover located 150 feet east of freight station at Lathrop must not be blocked in spotting cars on either track within the limits of the crossover.

Platforms and buildings of the Madera Sugar Pine Co. at Madera will not clear man on top or side of car.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on Brick yard spur at Crayold are uncovered and care should be exercised by trainmen while working thereon.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WEIGHT—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	......
Baggage (Dynamo)	......	101,000	......
Baggage and Mail	75,000	122,000-69 ft. 97,000-60 ft.	92,000
Baggage and Passenger	65,000	......	......
Buffet	......	131,000	122,000
Buffet (Dynamo)	......	146,000	......
Business	108,000	179,000	136,000
Chair	84,000	98,000	......
Coaches	75,000	95,000	......
Dining	131,000	146,000	138,000
Horse Express	79,000	......	......
Observation	122,000	144,000	128,000
Postal	......	111,000-60 ft. 72,000-40 ft.	......
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142,000
Pullman Standard Sleepers	125,000	152,000	145,000
Pullman Standard Sleepers—Cape and Fort Series	......	156,000	......
Pullman Tourist Sleepers	94,000	......	133,000
Tea and Silk	48,000	......	......
Am. Ry. Express Refrs., 40 to 154	......	......	78,000
" " 155 to 224	......	......	89,000
" " 500 to 506	......	......	110,000
" " 1101 to 1175	......	......	85,000
" "	......	......	......
" "	......	......	......
N. P. " "	60,000	......	74,000
GN. " "	70,000	......	......
Express Refrs., P.F.E. x 500 to 799	......	......	83,000

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco.	Dr. F. K. Ainsworth	Chief Surgeon and Manager
Sacramento.	Dr. A. M. Henderson	Division Surgeon
Sacramento.	Dr. G. L. Stevenson	District Surgeon
Sacramento.	Dr. W. E. Briggs	Oculist and Aurist
Elk Grove.	Dr. H. Beattie	District Surgeon
Galt.	Dr. J. T. Christian	District Surgeon
Ione.	Dr. W. O. Solomon	District Surgeon
Stockton.	Dr. B. J. Powell	Oculist and Aurist
Stockton.	Dr. D. R. Powell	Assistant Oculist and Aurist
Stockton.	Dr. F. R. Clarke	District Surgeon
Stockton.	Dr. James P. Hull	Assistant Surgeon
Stockton.	Dr. Ellis Harbert	Assistant Surgeon
Lodi.	Dr. R. A. Buchanan	District Surgeon
Lodi.	Dr. John J. Seibel	Assistant District Surgeon
Woodbridge.	Dr. S. R. Arthur	Emergency Surgeon
Lockeford.	Dr. N. R. Barbour	Emergency Surgeon
Oakdale.	Dr. F. W. McKibbon	District Surgeon
Waterford.	Dr. J. J. Knowlton	District Surgeon
Manteca.	Dr. L. E. Tretheway	Emergency Surgeon
Manteca.	Dr. O. H. Garrison	Emergency Surgeon
Ripon.	Dr. N. B. Gould	Emergency Surgeon
Salida.	Dr. J. W. Morgan	Emergency Surgeon
Modesto.	Dr. E. R. McPheeters	District Surgeon
Ceres.	Dr. F. K. Lord	Emergency Surgeon
Turlock.	Dr. J. L. Collins	District Surgeon
Livingston.	Dr. Chas. L. Garvin	Emergency Surgeon
Atwater.	Dr. W. C. Cotton	Emergency Surgeon
Merced.	Dr. E. R. Fountain	District Surgeon
Chowchilla.	Dr. H. G. Martin	Emergency Surgeon
Madera.	Dr. D. H. Ransome	District Surgeon
Madera.	Dr. R. R. Dearborn	District Surgeon
Fresno	Dr. J. D. Morgan	District Surgeon
Fresno.	Dr. Chas. A. James	Assistant District Surgeon
Fresno.	Dr. D. H. Trowbridge	Oculist and Aurist
Kerman.	Dr. J. C. Drake	District Surgeon
Tracy	Dr. A. R. Powers	District Surgeon
Patterson.	Dr. A. M. Field	District Surgeon
Crows Landing	Dr. F. A. Didier	District Surgeon
Newman.	Dr. H. V. Armistead	District Surgeon
Gustine.	Dr. C. E. Stagner	Emergency Surgeon
Los Banos.	Dr. B. H. Bush	District Surgeon
Dos Palos.	Dr. T. R. Trick	Emergency Surgeon

Emergency surgeons should only be summoned for temporary treatment when prompt attention is required, and when patients cannot be sent to or await arrival of Division or District Surgeon.

Stretchers

Tracy, Stockton, Lodi, Galt, Berenda, Merced, Kerman, Los Banos

Tracy Relief Outfit. Tracy Club House.

HOSPITALS

General Hospital	San Francisco.
Southern Pacific Hospital	Sacramento.
Southern Pacific Hospital	West Oakland.

RATINGS OF ENGINES—STOCKTON DIVISION

For Through and Local Trains in M's of 1,000 pounds back of Tender.

Revised April, 1920.

Nominal Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	STOCKTON and MERCED via OAKDALE
E-2	E-69 18/24 61	1374, 1376 to 1381	150	2150	1540
E-5	E-69 18/24 69	1383, 1386, 1387, 1389, 1390 to 1394, 1396, 1397	165	2450	1690
E-6	E-69 18/24 68	1402 to 1411			
E-23	E-73 20/24 89	1434, 1438, 1443	190	3310	2320
E-23	E-73 20/24 92	1445 to 1458	190		
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471, 1482	165	2590	1780
E-27	E-73 20/26 113-S	1526 to 1540, Superheated	210	4030	2800
E-27	E-73 20/26 100	1526 to 1540, Saturated	200	3720	2580
M-4	M-63 20/28 126	1615 to 1719	190	4280	2950
M-8	M-63 21/28 159-S	1720 to 1724, 1726, 1770 to 1779, Superheated	200	5250	3630
M-8	M-63 21/28 156	1720 to 1724, 1726, 1770 to 1779, Saturated	200	5000	3450
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803, Superheated	200	5260	3630
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803, Saturated	195	4880	3360
M-9	M-63 21/28 150-S	1804 to 1822, Superheated	210	5520	3840
M-9	M-63 21/28 156-S	1826 to 1827, Superheated	210		
M-9	M-63 21/28 147	1804 to 1822, Saturated	200	4880	3450
T-12	T-57 18/24 73	2114, 2118, 2121, 2123	160	2790	1920
T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160		
T-10	T-57 18/24 86	2134 to 2154	160		
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160		
T-5	T-69 19/24 101	2209	180	2990	2100
T-2	T-63 19/24 105	2221 to 2234	160	2840	1960
T-1	T-63 20/26 112	2235 to 2273	180	3820	2640
T-25	T-69 20/28 134	2274 to 2281	200	4230	2930
T-26	T-69 21/28 152-S	2283 to 2300, Superheated	200	4850	3370
T-26	T-69 21/28 149	2283 to 2300, Saturated	200	4680	3260
T-23	T-63 21/28 144-S	2301 to 2308, 2310, Superheated	210	5550	3830
T-23	T-63 21/28 144	2301 to 2308, 2310, Saturated	200	5000	3450
T-28	T-63 22/28 162-S	2311 to 2352, Superheated	210	6060	4190
T-28	T-63 22/28 160	2311 to 2352, Saturated	200	5490	3790
T-31	T-63 22/28 162-S	2353 to 2362, Superheated	200	5870	3970
T-32	T-69 23/28 174-S	2363 to 2370, Superheated	200	5840	4080
T-32	T-69 23/28 174-S	2371 to 2378, Superheated	210	6180	4280
P-1	P-77 22/28 141-S	2400 to 2427, Superheated	210	5010	3460
C-12	C-50 20/28 164	2503	180	4520	3100
C-4	C-57 22/34 176	2612 to 2623, Saturated	185	5750	3960
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830, Superheated	210	6670	4580
C-5	C-57 22/30 185-S	2624 to 2693, Superheated	210		
C-8	C-57 22/30 192-S	2698 to 2751, Superheated	210		
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830, Saturated	200	5940	4080
C-5	C-57 22/30 178	2624 to 2693, Saturated			
C-8	C-57 22/30 184	2698 to 2751, Saturated			
TW-1	TW-54 22/26 147	2900 to 2913	180	5090	3500
A-1	A-84 15-25/28 110	3000 to 3009	200	3420	2250
A-3	A-81 20/28 112-S	3025 to 3071, Superheated	210	3980	2780
A-3	A-81 20/28 105	3025 to 3071, Saturated	200	3620	2500
MK-4	MK-57 23¾/30 206-S	3216 to 3236, Superheated	200	7350	5110
MK-5, 6	MK-63 26/28 210-S	3237 to 3271, Superheated	200	8080	5580
F-1	F-63 27½/32 273-S	3600 to 3652, Superheated	200	9700	6700

Allowance for Empty and Underloaded Cars—Ms.	Less than 40 Ms.	6 Ms.
	40 to 50 Ms.	3 Ms.
	More than 50 Ms.	0 Ms.

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Lathrop-Fresno	.21	.0	.21%
Tracy-Fresno	.3	.0	.3 %
Tracy-Brighton	.52	.1	.56%
Stockton-Merced	.82	.4	.98%

MILEAGE

MAIN LINES

Tracy to Brighton		C. P. Ry	62.80	
Tracy to Fresno via Mendota		S. P. R. R.	127.08	
Lathrop to Fresno		C. P. Ry	111.07	
Total Main Line				300.95

BRANCHES

Ione	S. P. R. R.	Galt to Ione	27.05	
Lodi	S. P. R. R.	Woodbridge to Valley Spring	29.54	
Madera Spur	S. P. R. R.	Madera to Italian Swiss Colony	3.91	
Milton	S. P. R. R.	Peters to Milton	11.78	
Oakdale	S. P. R. R.	Stockton to Merced	72.05	
Raymond	S. P. R. R.	Berenda to Raymond	21.10	
Biola	S. P. R. R.	Biola Jct. to Biola	8.50	
Ingle	S. P. R. R.	Ingle easterly	0.25	
Total Branches				174.18
Total Stockton Division				475 13

TRAINMASTERS

C. H. REDINGTON	**Tracy**
W. S. JOY	**Merced**
O. S. YORK (Asst. Trainmaster)	**Stockton**

CHIEF TRAIN DISPATCHERS

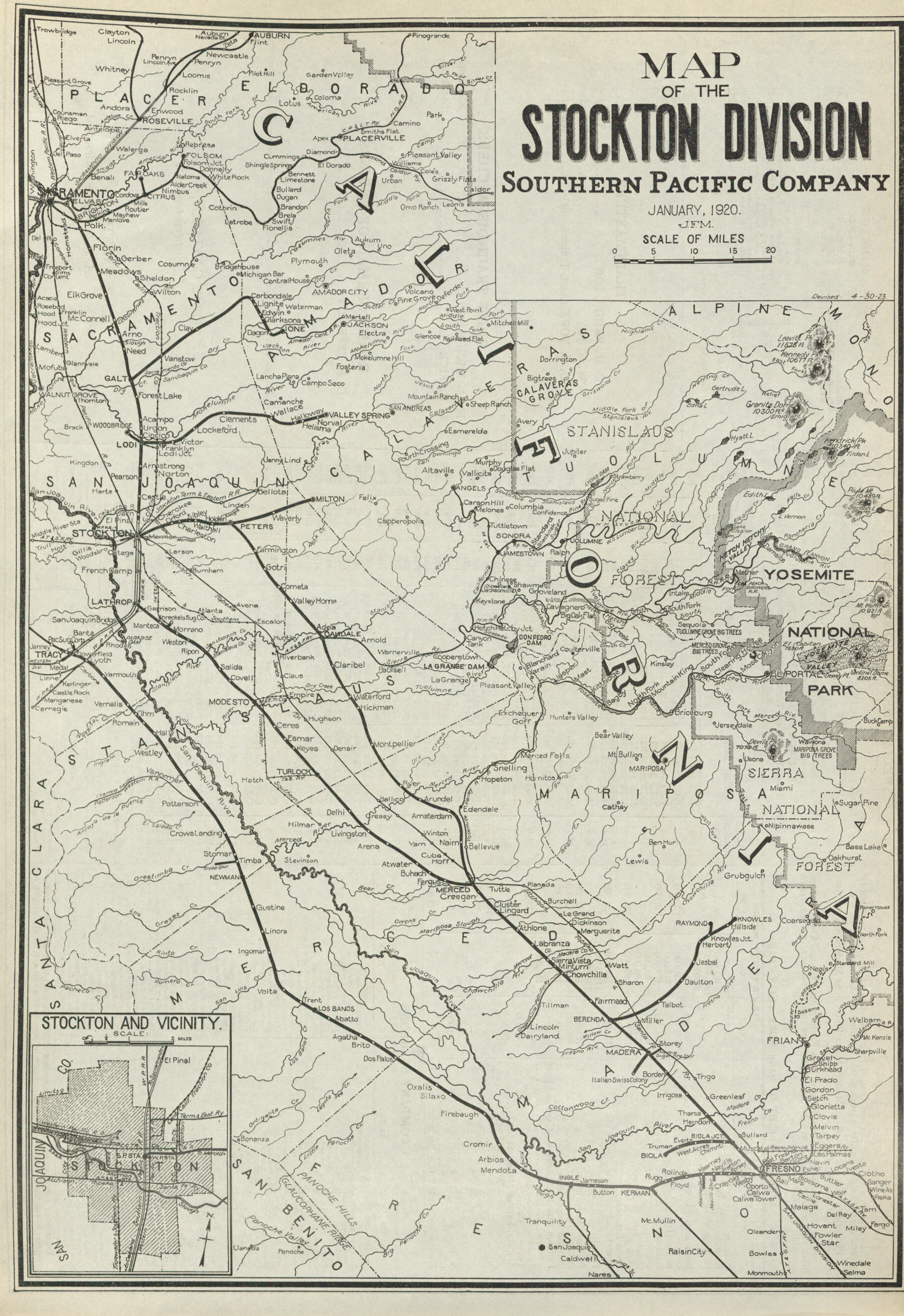
M. A. MICHELSON	**Stockton**
C. R. RICE	**Stockton**

ROAD FOREMAN OF ENGINES

G. B. JEFFERIS	**Tracy**

G. E. GAYLORD,
Superintendent.

L. R. SMITH,
Assistant Superintendent.



MAP OF THE STOCKTON DIVISION

SOUTHERN PACIFIC COMPANY

JANUARY, 1920.

J.F.M.

SCALE OF MILES

Revised: 4-30-23.

STOCKTON AND VICINITY.

0
5
10
15
20
CALIFORNIA
PLACER
ELDORADO
SACRAMENTO
AMADOR
CALAVERAS
ALPINE
MONO
TUOLUMNE
STANISLAUS
SAN JOAQUIN
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
STANISLAUS NATIONAL FOREST
SIERRA NATIONAL FOREST
YOSEMITE NATIONAL PARK
CALAVERAS GROVE
HETCH HETCHY VALLEY
GRAND CANYON
YOSEMITE VALLEY
MARIPOSA GROVE BIG TREES
TUOLUMNE GROVE BIG TREES
MERCED GROVE BIG TREES
GLAUCOPHANE RIDGE
PANOCHE HILLS
Trowbridge
Clayton
Lincoln
Auburn
Nevada St.
AUBURN
Flint
Pinogrande
Penryn
Newcastle
Whitney
Loomis
Pilot Hill
Garden Valley
Pleasant Grove
Rocklin
Coloma
Lotus
Andora
Enwood
ROSEVILLE
Camino
Park
Antelope
Elverta
Repressa
Apex
Smiths Flat
PLACERVILLE
Walerga
Rio Linda
Del Paso
FOLSOM
Folsom Jct.
Cummings
Diamond
Pleasant Valley
FAIR OAKS
Shingle Springs
El Dorado
Williams
Benali
Natoma
Donnelly
White Rock
Bennett
Limestone
Urban
Cole's
Grizzly Flats
Caldor
SACRAMENTO
ELVAS
Cordova
Alder Creek
Nimbus
CITRUS
Bullard
Dugan
BRIGHTON
Mills
Routier
Mayhew
Manlove
Brandon
Brela
Swift
Flonellis
Cothrin
Latrobe
Omo Ranch
Leonis
Polk
Florin
Aukum
Uno
Oleta
Gerber
Cosumne
Plymouth
Meadows
Sheldon
Bridgehouse
Michigan Bar
Central House
Freeport
Sims
Content
Elk Grove
Wilton
AMADOR CITY
Carbondale
Lignite
Waterman
Volcano
Pine Grove
West Point
Acacia
Rosebud
Hood
Franklin
McConnell
Edwyn
Clarksona
Martell
JACKSON
Mitchell Mill
Clay
IONE
Dagon
Electra
Glencoe
Railroad Flat
Arno
Need
Lambert
Mofuba
Glannvale
Vanstow
GALT
Lancha Plana
Camanche
Campo Seco
Mokelumne Hill
Fosteria
Dorrington
Bigtrees
WALNUT GROVE
Thornton
Forest Lake
Mountain Ranch
Sheep Ranch
SAN ANDREAS
Wallace
Halloway
VALLEY SPRING
Norval
Helisma
Brack
WOODBRIDGE
Acampo
Clements
Lockeford
Avery
LODI
Victor
Franklyn
Lodi Jct.
Esmerelda
Kingdon
Armstrong
Norton
Pearson
Jenny Lind
Fourth Crossing
Jupiter
Murphy
Douglas Flat
Altaville
Vallicita
Harte
Bellota
ANGELS
Strawberry
Carson Hill
Melones
Columbia
Confidence
Sugar Pine
Linden
Cherokee
Sibley
Holden
Oxford
Castle
MILTON
Felix
Waverly
El Pinal
Middle River Sta.
STOCKTON
Waithall
Charleston
PETERS
Copperopolis
Tuttletown
SONORA
Standard
TUOLUMNE
Ralph
Holt
Gillis
Woodsbro
Ortega
Larson
JAMESTOWN
Farmington
Burnham
French Camp
Gotri
Chinese
Shawmut
Jacksonville
Groveland
Cometa
Valley Home
LATHROP
Garrison
Atlanta
Avena
Keystone
Cavagnero
Big Oak Flat
Intake
Mather
South Fork
San Joaquin Bridge
Manteca
Morrano
Escalon
Hetch Hetchy Jct.
DON PEDRO DAM
Sequoia
Banta
Pac. Sug. Corp.
Rhodes
Weston
Adela
OAKDALE
Arnold
Canyon
Tank
Janney
TRACY
Lyoth
Ripon
Huntley
Riverbank
Warnerville
Cooperstown
Coulterville
Kinsley
Clearing House
Moss Canyon
EL PORTAL
Medal
Yarmouth
Salida
Covell
Claribel
LA GRANGE DAM
Blanchard
Jasper
Mast
Linne
Kerlinger
Claus
Paulsell
La Grange
Pleasant Valley
Castle Rock
Manganese
Carnegie
Vernalis
Ohm
Empire
MODESTO
Waterford
Hickman
Bagby
North Fork
Mountain King
Hughson
Exchequer
Goff
Briceburg
Romain
Ceres
Hunters Valley
Jerseydale
Buck Camp
Wawona
Hall
Westley
Esmar
Keyes
Denair
Montpellier
Bear Valley
Devils Pk.
Usona
Merced Falls
Mt. Bullion
MARIPOSA
Snelling
Hopeton
Hornitos
Hatch
TURLOCK
Vanomer
Patterson
Ryer
Arundel
Ballico
Delhi
Cressy
Amsterdam
Edendale
Cathay
Miami
Sugar Pine
Nipinnawase
Hilmar
Crows Landing
Livingston
Arena
Winton
Yam
Nairn
Bellevue
Ben Hur
Bass Lake
Oakhurst
Stomar
Timba
Stevinson
Cuba
Hoff
Atwater
Buhach
Fergus
Lewis
NEWMAN
MERCED
Creegan
Planada
Tuttle
Grubgulch
Cluster
Lingard
Burchell
Le Grand
Dickinson
Marguerite
KNOWLES
Hillside
RAYMOND
Knowles Jct.
Herbert
Gustine
Athlone
Linora
Labranza
Coarsegold
Power House
North Fork
Ingomar
Sierra Vista
Minturn
Chowchilla
Watt
Jesbel
Sharon
Daulton
O'Neals
Standard Mill
Volta
Fairmead
Trent
LOS BANOS
Abatto
Tillman
BERENDA
Talbot
Lincoln
Dairyland
Miller
Agatha
Brito
Storey
MADERA
FRIANT
Welbarn
Mc Kenzie
Sharpville
Dos Palos
Italian Swiss Colony
Borden
Trigo
Gravel
Shipp
Burkhead
El Prado
Gordon
Setch
Glorietta
Oxalis
Silaxo
Irrigosa
Greenleaf
Clovis
Melvin
Firebaugh
Tharsa
Herndon
Bullard
Tarpey
Bonanza
BIOLA JCT.
Truman
Evert
West Acres
Chimnti
Muscatel
Eggers
Las Palmas
BIOLA
Cromir
Arbios
Mendota
Rolinda
Kearney
Rugg
Floyd
FRESNO
Calwa
Calwa Tower
Oporto
Navin
Locans
Vesta
Clotho
Sanger
INGLE
Jameson
Button
KERMAN
Malaga
Butler
Conestar
Tarn
Del Rey
Miley
Fargo
Tranquility
Mc. Mullin
Oleander
Hovant
Fowler
Star
San Joaquin
Caldwell
Raisin City
Bowles
Winedale
Selma
Llanada
Panoche
Nares
Monmouth
Leavitt Pk. 11575 ft.
Kennedy Pk. 10671 ft.
Granite Dome 10300 ft.
Emigrant L.
Kendrick Pk. 10340 ft.
Tilden L.
Piute Mt. 10488 ft.
Benson L.
Mt. Hoffman 10,921 ft.
El Capitan 7650 ft.
Sentinel Dome 8205 ft.
Curry
Hyatt L.
Relief
Gertrude L.
Edith L.
Eleanor L.
L. Vernon
Lyons Dam
Sacramento R.
San Joaquin R.
Mokelumne R.
Cosumnes Riv.
Calaveras R.
Stanislaus R.
Tuolumne R.
Merced Riv.
Chowchilla Riv.
Fresno Riv.
Mariposa Slough
Bear Cr.
Owens Cr.
Orestimba Cr.
Los Banos Cr.
Little Panoche Cr.
Panoche Cr.
Kings R.
Dry Cr.
Sutter Cr.
Jackson Cr.
American River
Cottonwood Cr.
Southern Pacific R.R.
Western Pacific R.R.
A.T.&S.F. Ry.
Tidewater Southern
Stockton Term. & Eastern R.R.
Sierra Ry.
Yosemite Valley R.R.
Hetch Hetchy R.R.
Amador Cent. R.R.
San Joaquin Division
Central California Traction Co.
Sacramento Northern
Modesto & Empire Traction
Patterson Western R.R.

SCALE:
2 MILES
CO.
SAN JOAQUIN
STOCKTON
El Pinal
Limits
Term & East. Ry.
Central Calif. Traction Co.
S.P. STA.
W.P. STA.
To Merced
Atchison
Santa Fe Ry.
Slough
Tidewater Southern
N.